

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 99.28**WELDING INSPECTION REPORT****Resident Engineer:** Casey, William**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** WIR-027667**Date Inspected:** 18-May-2012**Project Name:** SAS Superstructure**OSM Arrival Time:** 730**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1600**Contractor:** Lubrite Industries**Location:** Meadville PA**CWI Name:** Brad McWright**CWI Present:** Yes No**Inspected CWI report:** Yes No N/A**Rod Oven in Use:** Yes No N/A**Electrode to specification:** Yes No N/A**Weld Procedures Followed:** Yes No N/A**Qualified Welders:** Yes No N/A**Verified Joint Fit-up:** Yes No N/A**Approved Drawings:** Yes No N/A**Approved WPS:** Yes No N/A**Delayed / Cancelled:** Yes No N/A**Bridge No:** 34-0006**Component:** Spherical Bearing Hinge HK**Summary of Items Observed:**

This Quality Assurance Inspector (QAI) arrived at Lubrite Industries (LI), Meadville PA, as requested to monitor the welding of the repair Anchor Stud to the Anchor Plate HK1-A2 and for the painting of the anchor plates for Bearing Assemblies HK1 and HK2.

Upon arrival this QAI met with Third Party QC Reno Davis KTA (TPQC), and Brad McWright (LIQC). The plate material is ASTM A709 Grade 50 Heat 0502434. Anchor studs are 1" x 8 1/4" ASTM A108/A29 Grade 1015 Heat 5093721. The HK1-A2 anchor plate was set up for welding of the final anchor stud to the damaged area of the plate. A test plate was used first to ensure proper welding of two test studs. The test studs were then bent to 60 degrees to verify adhesion. Stud was then welded to production plate in accordance with approved stud welding procedure. Stud was then bent to 15 degrees per TPQC request. TPQC inspected the welding and accepted the anchor plate.

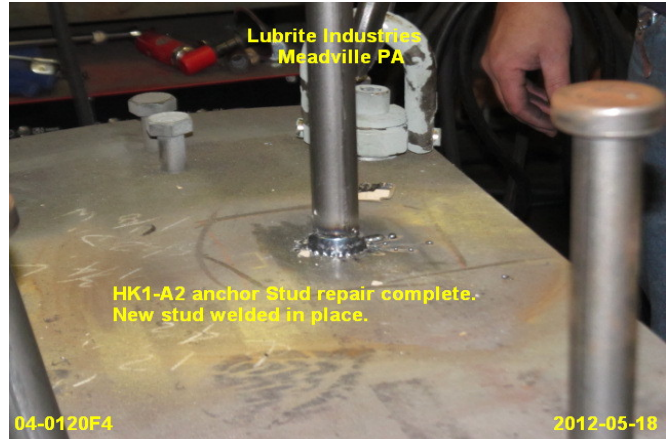
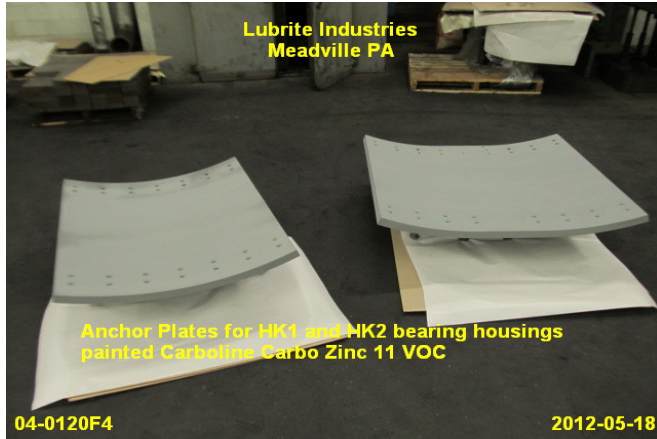
Anchor plate was then moved to the blast area where the other 15 plates are in the process of blast and paint. Blast required is near white finish with a profile average of 3.1 mils verified using Testex Press-O-Film tape; Course (1.5 to 4.5 Mils). Carboline Carbo Zinc 11 VOC paint was then applied in two coats as required by approved procedure. Mil coverage cannot be verified until after required 72 hour cure time. Paint cans were verified by this QAI as meeting project requirements and traceable to Carboline Certs issued by LIQC.

Also noted on this visit was the completed Bronze bearing to be used in the first completed unit.

The items observed appear in general conformance with the contract documents and approved drawings.

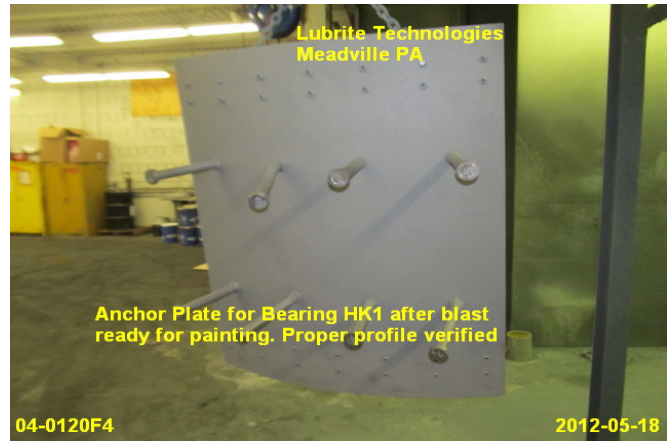
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Summary of Conversations:

Basic conversation, fundamental to completion of the tasks at hand, occurred between this QAI and LI QC Personnel.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Aaron Prchlik (510)-610-9822, who represents the Office of Structural Materials for your project.

Inspected By: Sullivan, Kevin

Quality Assurance Inspector

Reviewed By: Foerder, Mike

QA Reviewer